

OSA -1315-67

21 March 1967

25X1A

To:

Subject: AIRCRAFT 130 OXYGEN SYSTEM CHECK STATUS
FOLLOWING INCIDENT

Dear Bruce,

1. In the letter to you on this subject, dated March 20th, I noticed that we didn't send you the series of aircraft checks that were accomplished after this incident.
2. The following action was taken. However, nothing was found, to indicate a problem with the aircraft's system.
 - A. Checked flow pressure with disconnect flow tester.
 - B. Accomplished moisture check.
 - C. Inspected LOX plumbing between converters and oxygen control panel.
 - D. With Foxboro moisture monitor, the pressure and moisture was checked at each quantity change of one liter until the system was depleted. (See attached sheet for data).
 - E. Checked low pressure switches and annunciator lights.
 - F. Checked low quantity, both annunciator and
 - G. Replaced control panel, seat disconnect, and hose between control panel plumbing and seat disconnect.
 - H. Verified that pressure switches were installed in the system per print.
 - I. Purged, serviced, leak checked, pre-flighted and signed off 781 squawk.
 - J. Pressure suit also checked and all components changed.
 - K. Oxygen gages checked within specification.

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OXYGEN SYSTEM CHECKS

Standby Readings on control panel at start:

No. 1 system 110 p. s. i.

No. 2 system 110 p. s. i.

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Moisture Monitor Check (GH. No. 316, S/N 25, Mfg. Foxboro)

<u>No. 1 System</u>			<u>No. 2 System</u>		
<u>Liters</u>	<u>Press.</u>	<u>Moisture</u>	<u>Liters</u>	<u>Press.</u>	<u>Moisture</u>
7	85 to 80	-68° or better	4	100*	-68°
6	85 to 80		3	100	
5	85 to 80		2	90	
4	85 to 80		1	90	
3	85 to 80		.5	90	
2	85 to 80		.25	85	
1	85 to 80		0	80	
.5	75 to 70		-.25	50	
.4	40		-.5	0	
.4	30				
.4	20				
.4	10				
.4	0				

* Checked 100 p. s. i. reading with disconnect flow tester. Verified reading was good.

Systems would go back up to 110 as soon as flow shut off.

meh